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REVOLUTIONARY REMINISCENCE.

A NARRATIVE OF THE PENNSYLVANIA FRONTIER.

The following narrative, sent last winter to Congress, accompanied by a petition for a pension, has been kindly sent us for publication by a distinguished member of the House of Representatives.

That an old soldier who remembers when the Susquehanna was the western frontier of our country should be still living, and able to write so stirring an account of his remarkable adventures, is matter for curious reflection. We are assured that he is entirely worthy of credence, and that the whole story is true. The language we have merely altered a little in its grammar and spelling. It is with pleasure we record that the old veteran's application for a pension was successful.—*Waldie's Journal of Belles Lettres.*

NARRATIVE OF LIEUTENANT MOSES VAN CAMPEN, DURING THE WAR OF THE REVOLUTION.

[Written by himself.]

My first service was in the year 1777, when I served three months under Col. John Kelly, who stationed us at Big Isle, on the west branch of the Susquehanna. Nothing particular transpired during that time, and in March, 1778, I was appointed lieutenant of a company of six-months men. Shortly afterward, I was ordered by Col. Samuel Hunter to proceed with about twenty men to Fishing creek, (which empties into the north branch of the Susquehanna, about twenty miles from Northumberland,) and to build a fort about three miles from its mouth, for the reception of the inhabitants in case of an alarm from the Indians. In May, my fort being nearly completed, our spies discovered a large party of Indians, making their way towards the fort. The neighboring residents had barely time to fly to the fort for protection, leaving their goods behind. The Indians soon made their appearance, and having plundered and burnt the houses, attacked the fort, keeping a steady fire upon us during the day. At night they withdrew, burning and destroying every thing in their route. What loss they sustained we could not ascertain, as they carried off all the dead and wounded, though, from the marks of blood on the ground, it must have been considerable. The inhabitants that took shelter in the fort had built a yard for their cattle at the head of a small flat at a short distance from the fort; and one evening in the month of June, just as they were milking them, my sentinel called my attention to some movement in the brush, which I soon discovered to be Indians, making their way to the cattle yard. There was no time to be lost; I immediately selected ten of my sharpshooters, and under cover of a rise of land, got between them and the milkers. On ascending the ridge we found ourselves within pistol shot of them; I fired first, and killed the leader, but a volley from my men did no further execution, the Indians running off at once. In the mean time the milk pails flew in every direction, and the best runner got to the fort first. As the season advanced, Indian hostilities increased, and notwithstanding the vigilance of our scouts, which were constantly out, houses were burnt, and families murdered. In the summer of 1778 occurred the great massacre of Wyoming, after which the Governors of Connecticut, New York, and Pennsylvania, petitioned Congress to adopt speedy measures for the protection of the western frontier, which subject was referred to a committee of Congress and General Washington. The committee recommended that the war should be car-

ried into the enemy's country, and a company of rangers raised for the defence of the frontier. In 1779 General Sullivan was sent with an army into their country. The provisions for the supply of the army were purchased in the settlements along the waters of the Susquehanna, and deposited in store-houses. I was appointed, under the title of quartermaster, to superintend this business, and about the middle of July, by means of boats, had collected all the provisions at Wyoming, where General Sullivan with his army lay waiting for them.

About the last of July our army moved for Tioga Point, where a fleet of boats ascended the river parallel with the army. We reached Tioga Point early in August, where we halted for Gen. Clinton to join us with his brigade, which came by the way of the Mohawk river, and so into Lake Otsego. During this time the Indians were collecting in considerable force at Chemung, a large Indian village, about eleven miles. As they became troublesome neighbors, Gen. Clinton contemplated an attack upon them, but wished to ascertain their numbers and situation, and selected me for that dangerous enterprise, I prepared myself an Indian dress, breechcloth, leggings, and moccasins. My cap had a good supply of feathers, and being painted in Indian style, I set off with one man, dressed in the same manner. We left the camp after dark, and proceeded with much caution until we came to the Chemung, which we supposed would be strongly guarded. We ascended the mountain, crossed over it, and came in view of their fires, when, having descended the hill, we waited quietly until they lay down and got to sleep. We then walked round their camp, counted the fires and the number of Indians at some of the fires, thus forming an estimate of their number, which I took to be about six or seven hundred. I returned, and having made my report to the general early next morning, I went to my tent, spread down my blanket, and had a refreshing sleep. In the afternoon Major Adam Hoopes, one of the general's aids, requested me to wait upon the general, which I obeyed. The latter requested, as I had learned the way to Chemung, that I would lead the advance, he having selected General Samuel Hand, of the Pennsylvania line, to make them a visit with eleven hundred men. I accepted the service, and we took up our line of march after sundown. When we came to the Narrows I halted, according to order, until the main body came up, when the general ordered us to enter the Narrows, observing, "Soldiers, cut your way through." We did so, and entered the Indian village and camp, at day break, but found that the birds had flown. We halted a few minutes for our men to refresh, set fire to their village; and having discovered from their trail that they had gone up the river, followed it about two miles. Here our path lay up a narrow ridge, called Hogback Hill, which we remarked seemed formed by nature for an Indian ambuscade. Accordingly, every eye was fixed on the hill, and as we began to ascend we saw the bushes tremble, and immediately rifles were presented, and we received a deadly fire, by which sixteen or seventeen of the advance were killed or wounded. We that stood sprung under cover of the bank, and for a moment reserved our fire. Six or seven stout fellows rushed out with tomahawk and knife to kill and scalp our comrades. It was now our turn to fire; every shot counted one; they fell. Gen. Hand now came on at a quick step, advanced within a few rods of them, and ordered his men to fire and then charge them at the point of the bayonet; they were soon routed and put to flight. We returned with our dead and wound-

ed the same night to our former camp. We had no further opportunity of coming to a brush with them until we were joined by our whole force under Gen. Clinton. We were opposed by the enemy's whole force, consisting of Indians, British, and Tories, to whom we gave battle a little below Newtown Point. Our loss was trifling.

On the return of the army I was taken with the camp fever, and was removed to the fort which I had built in '73, where my father was still living. In the course of the winter I recovered my health, and my father's house having been burnt in '78 by the party which attacked the beforementioned fort, my father requested me to go with him and a younger brother to our farm, about four miles distant, to make preparation for building another, and raising some grain. But little apprehension was entertained of molestations from the Indians this season, as they had been so completely routed the year before. We left the fort about the last of March, accompanied by my uncle and his son, about twelve years old, and one Peter Pence. We had been on our farms about four or five days, when on the morning of the 30th of March we were surprised by a party of ten Indians. My father was lunged through with a war-spear, his throat was cut and he was scalped, while my brother was tomahawked, scalped, and thrown into a fire before my eyes. While I was struggling with a warrior, the fellow who killed my father drew his spear from his body and made a violent thrust at me. I shrank from the spear, and the savage who had hold of me turned it with his hand so that it only penetrated my vest and shirt. They were then satisfied with taking me prisoner, as they had the same morning taken my uncle's little son and Pence, though they killed my uncle. The same party, before they reached us, had touched on the lower settlements of Wyoming, and killed a Mr. Upson, and took a boy prisoner of the name of Rogers. We were now marched up Fishing creek, and in the afternoon of the same day we came to Huntington, where the Indians found four white men at a sugar camp, who, fortunately discovered the Indians and fled to a house; the Indians only fired on them and wounded a Capt. Rinsoin, when they continued their course till night. Having encamped and made their fire, we, the prisoners, were tied and well secured, five Indians lying on one side of us and five on the other; in the morning they pursued their course, and, leaving the waters of Fishing creek, touched the head waters of Hemlock creek, where they found one Abram Pike, his wife and child. Pike was made prisoner, but his wife and child they painted and told Joggó, squaw, to go home. They continued their course that day, and encamped the same night as the previous. It came into my mind that sometimes individuals performed wonderful actions, and surmounted the greatest dangers. I then decided these fellows must die; and thought of the plan to despatch them. The next day I had an opportunity to communicate my plan to my fellow-prisoners; they treated it as a visionary scheme for three men to attempt to despatch ten Indians. I spread before them the advantages that three men would have over ten when asleep; and that we would be the first prisoners that would be taken into their towns and villages after our army had destroyed their corn; that we should be tied to the stake and suffer a cruel death; we had now an inch of ground to fight on, and if we failed, it would only be death, and we might as well die one way as another. That day passed away, and having encamped for the night, we lay as before. In the morning we came to the river, and saw their canoes; they had descended the river and run their canoes up into Little Tunk-hannock creek, so called; they crossed the river and set their canoes adrift. I renewed my suggestions to my companions to despatch them that night, and

urged that they must decide the question. They agreed to make the trial; but how shall we do it, was the question. Disarm them and each take a tomahawk and come to close work at once. There are three of us; plant our blow with judgment, and three times three will make nine, and the tenth one we can kill at our leisure. They agreed to disarm them, and after that, one take possession of the guns and fire at the one side of the four, and the other two take tomahawks on their side and despatch them. I observed that would be a very uncertain way; the first shot fired would give the alarm; they would discover it to be the prisoners, and might defeat us. I had to yield to their plan. Peter Pence was chosen to fire the guns; Pike and myself to tomahawk; we cut and carried plenty of wood to give them a good fire; the prisoners were tired and laid in their places; after I was laid down, one of them had occasion to use his knife; he dropped it at my feet, I turned my foot over it and concealed it; they all lay down and fell asleep. About midnight I got up and found them in sound sleep. I slipped to Pence, who rose; I cut him loose, and handed him the knife; he did the same for me, and I in turn took the knife and cut Pike loose; in a minute's time we disarmed them. Pence took his station at the guns. Pike and myself with our tomahawks took our stations; I was to tomahawk three on the right wing, and Pike two on the left. That moment Pike's two awoke, and were getting up; here Pike proved a coward, and laid down. It was a critical moment. I saw there was no time to be lost; their heads turned up fair; I despatched them in a moment, and turned to my lot as per agreement, and as I was about to despatch the last on my side of the fire, Pence fired, and did good execution; there was only one at the off wing that his ball did not reach; his name was Mohawke, a stout, bold, daring, fellow. In the alarm he jumped off about three rods from the fire; he saw it was the prisoners that made the attack, and giving the war-whoop, he darted to take possession of the guns; I was as quick to prevent him; the contest was then between him and myself. As I raised my tomahawk, he turned quick to jump from me; I followed him and struck at him, but missing his head, my tomahawk stuck in his shoulder, or rather the back of his neck; he pitched forward and fell, at the same time my foot slipped, and I fell by his side; we clinched; his arm was naked; he caught me around my neck, at the same time I caught him with my left arm around the body, and gave him a close hug, at the same time feeling for his knife, but could not reach it.

In our scuffle my tomahawk dropped out. My head was under the wounded shoulder, and almost suffocated me with his blood. I made a violent spring, and broke from his hold; we both rose at the same time, and he ran; it took me some time to clear the blood from my eyes; my tomahawk got covered up, and I could not find it in time to overtake him; he was the only one of the party that escaped. Pike was powerless. I always have had a reverence for Christian devotion. Pike was trying to pray, and Pence swearing at him, charging him with cowardice, and saying it was no time to pray—he ought to fight; we were masters of the ground, and in possession of all their guns, blankets, match coats, &c. I then turned my attention to scalping them, and recovering the scalps of my father, brother, and others, I strung them all on my belt for safe keeping. We kept our ground till morning, and built a raft, it being near the bank of the river where they had encamped, about fifteen miles below Tioga Point; we got all our plunder on it, and set sail for Wyoming, the nearest settlement. Our raft gave way, when we made for land, but we lost considerable property, though we saved our guns and ammunition, and took to land; we reached Wyalusing late in the afternoon. Came to the narrows; dis-

covered a smoke below, and a raft laying at the shore, by which we were certain that a party of Indians had passed us in the course of the day, and had halted for the night. There was no alternative for us but to rout them or go over the mountain; the snow on the north side of the hill was deep; we knew from the appearance of the raft that the party must be small; we had two rifles each; my only fear was of Pike's cowardice. To know the worst of it we agreed that I should ascertain their number and give the signal for the attack; I crept down the side of the hill, so near as to see their fires and packs, but saw no Indians. I concluded they had gone hunting for meat, and that this was a good opportunity for us to make off with their raft to the opposite side of the river. I gave the signal; they came and threw their packs on to the raft, which was made of small, dry pine timber; with poles and paddles we drove her briskly across the river, and got nearly out of reach of shot, when two of them came in; they fired, their shots did no injury; we soon got under cover of an island, and went several miles; we had waded deep creeks through the day; the night was cold; we landed on an island and found a sink hole in which we made our fire; after warming, we were alarmed by a cracking in the crust; Pike supposed the Indians had got on to the island, and was for calling for quarters; to keep him quiet we threatened him with his life; the stepping grew plainer and seemed coming directly to the fire; I kept a watch, and soon a noble raccoon came under the light. I shot the raccoon when Pike jumped up and called out "Quarters, gentlemen, quarters gentlemen." I took my game by the leg and threw it down to the fire, "Here, you cowardly rascal," I cried, "skin that, and give us a roast for supper." The next night we reached Wyoming, and there was much joy to see us; we rested one day, and it being not safe to go to Northumberland by land, we procured a canoe, and with Pence and my little cousin, we descended the river by night; we came to Fort Jenkins before day, where I found Col. Kelly and about one hundred men encamped out of the fort; he came across from the west branch by the heads of Chilesquaka to Fishing creek, the end of the Nob Mountain, so called at that day, where my father and brother were killed; he had buried my father and uncle; my brother was burnt, a part of him only was to be found. Col. Kelly informed me that my mother and her children were in the fort, and it was thought that I was killed likewise. Col. Kelly went into the fort to prepare her mind to see me; I took off my belt of scalps and handed them to an officer to keep. Human nature was not sufficient to stand the interview. She had just lost a husband and a son, and one had returned to take her by the hand, and one, too, that she supposed was killed.

The day after I went to Sunbury, where I was received with joy; my scalps were exhibited, the cannon were fired, &c. Before my return a commission had been sent me as ensign of a company to be commanded by Capt. Thomas Robinson; this was, as I understood, a part of the quota which Pennsylvania had to raise for the continental line. One Joseph Alexander was commissioned as lieutenant, but did not accept his commission. The summer of 1780 was spent in the recruiting service; our company was organized, and was retained for the defence of the frontier service. In February, 1781, I was promoted to a lieutenancy, and entered upon the active duty of an officer by heading scouts, and as Capt. Robinson was no woodsman nor marksman, he preferred that I should encounter the danger and head the scouts; we kept up a constant chain of scouts around the frontier settlements, from the north to the west branch of the Susquehanna, by the way of the head waters of Little Fishing creek, Chillisquaque, and Muncy, &c. In the spring of 1781, we built a

fort on the widow McClure's plantation, called it McTore's fort, where our provisions were stored. In the summer of 1781 a man was taken prisoner in Buffalo Valley, but made his escape; he came in and reported there were about three hundred Indians on Sinnemahoning, hunting and laying in a store of provisions and would make a descent on the frontiers; that they would divide into small parties, and attack the whole chain of the frontiers at the same time on the same day. Col. Samuel Hunter selected a company of five to reconnoitre, viz. Capt. Campbell, Peter and Michael Groves, Lieut. Groves and myself; the party was called the Grove Party. We carried with us three weeks' provisions, and proceeded up the west branch with much caution and care; we reached the Sinnemahoning, but made no discovery except old tracks; we marched up the Sinnemahoning so far that we were satisfied it was a false report. We returned, and a little below the Sinnemahoning, near night, we discovered a smoke; we were confident it was a party of Indians, which we must have passed by, or they got there some other way; we discovered there was a large party, how many we could not tell, but prepared for the attack. As soon as it was dark we now primed our rifles, sharpened our flints, examined our tomahawk handles, and all being ready, we waited with great impatience, until they all lay down; the time came, and with the utmost silence we advanced, trailed our rifles in one hand and the tomahawk in the other. The night was warm; we found some of them rolled in their blankets a rod or two from their fires. Having got amongst them, we first handled our tomahawks; they rose like a dark cloud; we now fired our shots, and raised the war yell; they took to flight in the utmost confusion, but few taking time to pick up their rifles. We remained masters of the ground and all their plunder, and took several scalps. It was a party of twenty-five or thirty, which had been as low down as Penn's Creek, and had killed and scalped two or three families; we found several scalps of different ages which they had taken, and a large quantity of domestic cloth, which we carried to Northumberland and gave to the distressed who had escaped the tomahawk and knife. In December '81, our company was ordered to Lancaster; we descended the river in boats to Middletown, where our orders were countermanded, and we were ordered to Reading, Berks county, where we were joined by a part of the third and fifth Pennsylvania regiments, and a company of the Congress regiment. We took charge of the Hessians taken prisoners with General Burgoyne. In the latter part of March, at the opening of the campaign of 1782, we were ordered by Congress to our respective stations. I marched Robinson's company to Northumberland, where Mr. Thomas Chambers joined us, who had been recently commissioned as an ensign of our company. We halted at Northumberland two or three days for our men to wash and rest; from thence Ensign Chambers and myself were ordered to Muncy, Samuel Wallis's plantation, there to make a stand and rebuild Fort Muncy, which had been destroyed by the enemy. We reached that station and built a small block-house for the storage of our provisions; about the 10th or 11th of April, Captain Robinson came on with Ensign Culbertson, James Dougherty, William McGrady, and a Mr. Berkley; I was ordered to select twenty-five men with these gentlemen, and to proceed up the west branch to the Big Island, and thence up the Bald Eagle creek, to the place where Mr. Culbertson had been killed. On the 15th of April, at night, we reached the place, and encamped for the night; on the morning of the 16th we were attacked by eighty-five Indians. It was a hard-fought battle; Ensign Culbertson and two others made their escape; I think we had nine killed, and the rest of us were made prisoners. We were all stripped of every thing excepting our pantaloons.

When they took off my shirt they discovered my commission; our commissions were written on parchment, and carried in a silk case hung with a ribbon in our bosom; several got hold of it, and one fellow cut the ribbon with his knife, and succeeded in obtaining it.

They took us a little distance from the battle-ground, made the prisoners sit down in a small ring, the Indians forming another around us in close order, each with his rifle and tomahawk in his hand. They brought up five Indians we had killed and laid them within their circle. Each one reflected for himself; our time would probably be short, and respecting myself, looking back to the year '80 and the party I had killed, if I was discovered to be the person my case would be a hard one. Their prophet or chief warrior made a speech; and I was informed afterwards by the British lieutenant who belonged to the party, he was consulting the Great Spirit what to do with the prisoners, whether to kill us on the spot or spare our lives; he came to the conclusion that there had been blood enough shed, and as to the men they had lost, it was the fate of war, and we must be taken and adopted into the families of those whom we had killed; we were then divided amongst them according to the number of fires; packs were prepared for us, and they returned across the river at the Big island in bark canoes; they then made their way across hills, and came to Pine creek, above the first forks, which they followed up to the third fork, and took the most northerly branch to the head of it, and thence to the waters of the Genesee river. After two days travel down the Genesee river, we came to a place called the Pigeon Woods, where a great number of Indian families, old and young, had come to catch young pigeons; there we met a party of about forty warriors, on their way to the frontier settlements; they encamped some little distance apart, the warriors of the two parties holding a council at our camp. I soon perceived that I was the subject of their conversation; I was seized and dragged to the other camp, where the warriors were sitting on one side of a large fire; I was seated alone on the opposite side. Every eye was fixed upon me; I perceived they were gathering around in great numbers; in a short time I perceived a man pressing through the crowd; he came to me and sat down; I saw he was a white man painted in Indian dress. He examined me on the situation of the frontiers, the strength of our forts, the range of our scouts, &c. After he got through he observed that there was only one besides himself there that knew me. "Do you know me, sir?" said I. "I do; you are the man that killed the Indians." I thought of the fire and the stake; he observed that he was a prisoner and a friend; that his name was Jones, and he had been taken prisoner in the spring of '81, with Capt. John Boyde in Bedford county; that he would not expose me, and if I could pass through undiscovered and be delivered up to the British, I would be safe; if not I would have to die at the stake.

The next morning they moved down the river; two days after they came to the Canadia village, the first on the Genesee river, where we were prepared to run the Indian gauntlet; the warriors don't whip—it is the young Indians and squaws. They meet you in sight of their council-house, where they select the prisoners from the ranks of the warriors, bring them in front, and when ready the word *joggo* is given; the prisoners start, the whippers follow after, and if they outrun you, you will be severely whipped. I was placed in front of my men; the word being given, we started. Being then young and full of nerve, I led the way; two young squaws ran up to join the whipping party, and when they saw us start, they halted and stood shoulder to shoulder with their whips; when I came near them I bounded and kicked them over; we all came down together; there was considerable kicking amongst us, so much

so that they showed their under dress, which appeared to be of a beautiful yellow colour; I had not time to help them up. It was truly diverting to the warriors; they yelled and shouted till they made the air ring. They halted at that village for one day, and thence went to Fort Niagara, where I was delivered up to the British. I was adopted, according to the Indian custom, into Col. Butler's family, then the commanding officer of the British and Indians at that place. I was to supply the want of his son Capt. Butler, who was killed late in the fall of 1781 by the Americans. In honor to me as his adopted son, I was confined in a private room, and not put under a British guard. My troubles soon began; the Indians were informed by the tories that knew me, that I had been a prisoner before, and had killed my captors; they were outrageous, and went to Butler and demanded me, and as I was told, offered to bring in fourteen prisoners in my place. Butler sent an officer to examine me on the subject; he came in and informed me their Indians had laid heavy accusations against me; they were informed that I had been a prisoner before, and killed the party, and that they had demanded me to be given up to them, and that his colonel wished to know the fact. I observed, "Sir, it is a serious question to answer; I will never deny the truth; I have been a prisoner before, and killed the party, and returned to the service of my country; but, sir, I consider myself to be a prisoner of war to the British, and I presume you will have more honor than to deliver me up to the savages. I know what my fate will be; and please inform your colonel that we have it in our power to retaliate." He left me in a short time, and returned and stated that he was authorized to say to me that there was no alternative for me to save my life but to abandon the rebel cause and join the British standard; that I should take the same rank in the British service as I did in the rebel service. I replied, "No, sir, no; give me the stake, the tomahawk, or the knife, before a British commission; liberty or death is our motto;" he then left me. Some time after a lady came to my room, with whom I had been well acquainted before the revolution; we had been schoolmates; she was then married to a British officer, a captain of the Queen's Rangers; he came with her. She had been to Col. Butler, and she was authorized to make me the same offer as the officer had done; I thanked her for the trouble she had taken for my safety, but could not accept the offer; she observed how much more honorable would it be to be an officer in the British service. I observed that I could not dispose of myself in that way; I belonged to the Congress of the United States, and that I would abide the consequences; she left me, and it was the last I heard of it. A guard was set at the door of my apartment.

In about four days after I was sent down to Lake Ontario to a place called Carlton island; from thence down the St. Lawrence to Montreal, where I was placed in prison, and found forty or fifty of our American officers, and where we had the honor to look through the iron grates. The fourth of July was drawing near; ten of us combined to celebrate the political birth-day of our country; we found ways and means to have some brandy conveyed in to us unknown to the British guard, and we had a high day, after making a compromise with the guard. It was highly offensive to the British officers, and we then were taken out and sent to Quebec, thence down the St. Lawrence, and put on the Isle of Orleans, where we remained till the last of September; a British fleet sailed about that time, bound for New York; we were put on board of that fleet; when we came to New York there was no exchange for us. Gen. Carlton then commanded the British army at New York; he paroled us to return home.

In the month of March, 1783, I was exchanged, and had orders to take up arms again. I joined my

company in March at Northumberland; about that time Capt. Robinson received orders to march his company to Wyoming, to keep garrison at Wilkes-barre fort. He sent myself and Ensign Chambers with the company to that station, where we lay till November, 1783. Our army was then discharged, and our company likewise: poor and penniless, we retired to the shades of a private life.

MSCELLANY.

HEIGHT OF WATER IN THE LAKES.—We understand that Alfred Barret, Esq. Chief Engineer, upon the western section of the Erie canal, with D. Jay Brown, Esq., Assistant Engineer, visited Port Dalhousie, at the mouth of the Welland canal, last week, to examine the water marks made in 1825, and ascertain the comparative height of water in Lake Ontario from that period to this. On examination they learned that since the year 1825, that lake had been gradually rising, and within three years past, rapidly increasing in volume; and is now six feet and eight inches higher than in 1825. It has fallen since the first of July two inches, so that the entire rise of water has been six feet and ten inches.

Lake Erie, as near as can be ascertained from water marks at the foot of the lake, and Black Rock harbor, has risen only about four feet, or something less. And the Niagara river below, about the same; the comparative height of the river and lake not varying over two inches since 1826. Lake Erie has apparently fallen about eight inches from its greatest height in June; and from the extraordinary hot weather of the present summer and the consequent evaporation going on, it would not be surprising if the lake should fall eighteen or twenty inches by the 1st of December.

The lakes appear to be following the present year, a similar course to what they did in 1818, after the very high stages of water which succeeded the cold and wet seasons of 1815, 16, 17. During those three years, they rose rapidly; and in the spring and early summer of 1818 were much higher than they had been for many years previous, although not so high as now. But in the hot summer of 1818, the evaporation reduced the lake nearly two feet in depth, and they continued to fall gradually in each successive year, till about 1821-2 and there remained without much change till 1826-7-8; since which they have been continually gaining in height and volume. This last mentioned fact will immediately recur to our forwarders, and those who were engaged in business near our harbor as in 1837, several of the warehouses on Buffalo creek were raised some two feet above the former levels; and again, in 1828-9 and 30, several of them were again raised by the continual swelling of our lake. It may hardly be worth while to mention it, when that stale prejudice of charging the damming of the waters to Black Rock pier is now so little regarded; but during this continued rise, the pier was, most of the time, almost valueless for retaining the water in the harbor—and at this time when the water is evidently on the fall, it is almost entirely rebuilt, in the strongest and most durable manner.—*Buffalo Commercial Advertiser.*

VALUABLE RELIC.—One of the boys attached to this office, picked up in the street, a day or two since, a small card-case covered with canvass, containing a sheet of letter paper, folded with care, which was found to be a chart of the cruise of the U. S. ship Constitution, Com. Elliott, from Boston, whence she sailed for New York on the 2d of March, 1835, until she arrived in Hampton Roads on the 31st ult. The intermediate places visited by the ship are noted, as well as the number of miles from place to place. The simplicity of the tabular form is occasionally varied by a record of some remarkable event. Thus it is written that Ibrahim Pacha visited the ship, also

Mahomet Ali with his suite. On another occasion, King Otho of Greece, with his royal retinue, were received on board. A visit of 200 orphan children, under the care of American and English Missionaries was made to the ship at Athens. At Lisbon, the English, French, Danish and Belgian Ambassadors, and Consuls, and Admirals, were received on board. On the 23d of April, 1836, Thomas D. Allen killed John Newland, and was executed on the 1st of July, off Civita Vecchia, on board the John Adams. At Messina, Sir Howard Douglas, and the President and Council of the Ionian isles, visited the Constitution. On the 23d of April, 1837, Gov. Cass and family came on board, and made the Eastern tour. At Constantinople, Lord Ponsonby, the British Minister, visited the ship. At Beyrouth, two ancient Sarco-phagi, said to be 1,600 years old, were taken on board. This is the last written item supposed worthy of a special note. The number of miles from port to port is regularly recorded throughout the voyage, and the aggregate of the entire cruise from Boston in March, 1835, to Hampton Roads on the 31st July, 1838, was *forty-eight thousand, two hundred and forty miles*. The chart is executed by a good penman, and is very tastefully decorated with a black border. The owner was unquestionably an educated man, and he is welcome to the chart on which he has expended so much time and trouble.—*Norfolk Beacon.*

From the London Nautical Magazine.

SUBMARINE VOLCANO NEAR THE EQUATOR.—ATLANTIC OCEAN.—The attention of the Academy of Sciences at Paris has been lately occupied by the subject of submarine volcanoes in the Atlantic ocean. We find in the *Comptes Rendus* for April last, a paper by M. Daussy, read on the 5th March, containing a collection of the statements which have been made from time to time by different vessels, from which he concludes that the shocks experienced by them about twenty miles south of the equator, on the meridian of 20° or 22° W. longitude, indicate the existence there of a submarine volcano. M. Daussy alludes to the appearance of these phenomena near the Western islands, and the more recent one of the present Graham shoal in the Mediterranean, in justification of his conclusions; and makes some remarks respecting the difficulty of erasing the numerous *vigias* from the charts, in which we perfectly concur. The authority of erasing these bugbears, to seamen, must be founded on strict and frequent search—such as that commenced in our chart of the “Eight Stones,” a danger which may be considered as one of that genus. At the same time that we rejoice to see so interesting and important a subject in such able hands as those of M. Daussy, we are relieved from the necessity of translating his paper, by referring our readers to our volume for 1835, (No. 4, first series,) in which they will find enumerated seven of the instances adduced by him, in a communication from our valuable correspondent, Mr. Purdy, whose attention was directed to this subject by the extraordinary instance related (in page 577, same vol.) by Captain Middleton, which occurred to the barque “Crown,” of Liverpool. The effect of a submarine eruption on a ship is described, by those seamen who have experienced it, to be similar to that of dragging the ship bodily along a roughly paved road; or like that violent shaking which the chain cable produces when running through the hawse; and this effect appears to have been felt in a greater or less degree in the various instances now brought forward. The following are two further accounts respecting this submarine volcano, which M. Daussy has added to those in the *Nautical Magazine*. The first is from the journal of Captain Juger, commanding *La Philanthrope*, of Bordeaux.

“On the 25th January, 1836, at nine in the evening, being in about 0 deg. 40 min. south latitude,

and 20 deg. 10 min. W. longitude, we felt an earthquake, which made the vessel shake during three minutes, as if she were scraping along a bank, and to such a degree that I was certain she was aground." Further on, he says, "From the 13th to the 16th of March, we were in sight of an American vessel, the St. Paul, of Salem, going to Manila. This vessel which we had seen on the line, had felt the same earthquake that we had experienced, and at the same hour."

The last is from the *Journal of the Asiatic Society*, for 1836 as follows:—

"Mr. T. L. Huntley presents some volcanic ashes, collected at sea by Captain Ferguson, of the ship 'Henry Tanner.' These ashes were black, and had the same consistence as those of coal. The spot where they were picked up was 0 deg. 35 min. S., and 15 deg. 59 min. W., the sea being in a violent agitation." In a former voyage, made by the same officer, and almost in the same place, lat. 1 deg. 35 min. S. and 20 deg. 27 min. W., he had been alarmed by hearing a very great noise. The captain and officers thought the ship had struck on a coral rock; but in sounding they could not reach the bottom.

The notices of this singular phenomenon having been brought under the attention of the hydrographer to the Admiralty, the Beagle, (Captain Wickham,) on her way to her surveying ground on the north coast of Australia, was directed to try for soundings in that neighborhood; and we have the track of the Beagle across the position, with no bottom, in two places with 190 fathoms; one in 0 deg. 55 min. S., 22 deg. 52 min. W.; and the other in the same latitude, in 23 deg. 23 min. W., the vessel's course being due west between them.

We cannot leave this interesting subject, without expressing the hope, if any of our nautical readers can throw additional light on it, by any new facts, that they will communicate them to us; and if they should ever pass the equator, near the above-mentioned longitude, that they will keep a look out for any of the indications alluded to; and that, if opportunity should offer, they will also obtain a deep cast of the lead.

From the Quebec Gazette, Aug. 15.

THE BOUNDARY LINE.—It is probable that Gov. Kent, of the State of Maine, will attempt, shortly after the first of next month, to run and fix the boundary between that State and the British possessions, without the co-operation of the United States and British Government. It will be a new exercise of State sovereignty, inconsistent with the constitution of the federation. But Governor Kent will be acting in obedience to resolutions passed at the last session of the legislature, which were published some time ago in this *Gazette*. He is supported by a large party in the State of Maine and the United States, ever ready to embarrass the general government, and is besides a candidate for re-election as Governor of Maine at the election which commences on the 3d of September; and the running and fixing the boundary has recently been made a local party question, in favor of which his supporters have decidedly pronounced. Under all the circumstances, he will probably find himself compelled to proceed to execute the resolutions of the legislature, till he is positively hindered by force, either on the part of the British or United States governments. As to the former, Governor Kent will probably not have long to wait, after his commissioners set to work within the disputed territory. We do not think it likely that any British authority will suffer itself to be ousted, *sans ceremonie*, of an actual and acknowledged possession. The militia of New Brunswick are as good and well disposed for defence, as the militia of Maine for attack.

The proceedings of the Legislature of Maine and Governor Kent will probably render more difficult

the settlement of the boundary question, on which we believe both the British and United States Governments are sincerely intent; but in the present position of the two countries, we hardly think war will ensue. It is true, nevertheless, that when the passions of men, connected with national pride, become inflamed, there is no great dependence to be placed on the influence of reason.

Some of the United States papers have connected the meeting of the governors of the British North American provinces with the difficulties about the boundaries. We rather think that the meetings in question relate entirely to the internal concerns of the provinces and projected improvements. The authority to recruit in Prince Edward's Island, which has a population of 30,000 souls, has also been supposed to have been given in view of difficulties with the United States. It is sufficient to say, that this order is dated the 9th May last, and does not seem to have been extended to any of the other provinces, which contain a population of nearly a million and a half, and where recruits might be obtained in nearly the same proportion as in Prince Edward's Island. We have no doubt, but that on the prospect of a war with the United States, twenty five thousand men could be recruited in the provinces.

The whole of the militia force, with the exception of one company of the Toronto City Guards, have now returned to their homes. Col. Hill's regiment of Queen's Light Infantry, being the last, arrived here on Saturday from Sandwich. It will be seen from an extract from the Sandwich Herald, that Sir John Colborne, when there, had made arrangements to fortify the Western frontier, where we understand there are no more than about 100 troops stationed at present. The province has now assumed its wonted peaceful appearance, we hear of no invasions or piratical incursions upon the frontier. How long this may continue, 'tis hard to say—as there are still on the opposite shore, numbers of refugees and pirates.—*British Colonist.*

NOVA SCOTIA.—We learn from the St. John, that it is reported since the arrival of the last English mail, that the Earl of Munster is to succeed Sir Colin Campbell, as Lieut. Governor of Nova Scotia, and that the latter will proceed to Canada, as Commander of the Forces, in consequence of the resignation of Sir John Colborne.—*Boston Daily Adv.*

Yesterday afternoon, at 3 o'clock, the 71st reg't and two companies of the 73d regiment paraded on the Champ de Mars, for the inspection of John Forsyth, Secretary of State to Mr. Van Buren. The 7th Hussars and Royal Artillery are also to be viewed by the said Secretary, at a quarter past 10 this morning.—*Montreal Courier.*

The Sandwich U. C. Herald, of the 31st ult., states, that Sir John Colborne has reconnoitred the frontier, for the purpose of fixing on proper sites for the erection of fortifications, and that one is to be built at Windsor, opposite Detroit.

FRENCH ENTERTAINMENT TO THE ENGLISH OFFICERS AT TOULON. A Toulon letter of the 8th instant, gives an account of the grand ball which was given the night before to Admiral Stopford and the officers of his squadron. The temporary ball room was lined with looking-glasses, surmounted by crowns and wreaths of flowers and verdure. At the four angles were trophies, formed of the various arms of France and England, and the entrance was decked with an immense quantity of orange trees and other odoriferous plants from the Botanical Gardens. Around the rooms were recesses with tables for cards, in some, and refreshments in the others. About 800 tickets were at first issued, but it was

found that many personages of importance were left out of the list; and to repair these omissions a second issue was made. Even this was not enough, for about one hundred ladies who had arrived from Marseilles to grace the ball, and for whom only a very small number of tickets were left were compelled to draw lots for them.

It was calculated that more than three thousand persons had come to Toulon, to be present or assist at the ball, or to see the preparations for it, and to inspect the fleet. In the evening of Saturday the crowd on the Camp de Batailles became so great that barriers were obliged to be erected to insure a safe access for the company to the ball room. Dancing commenced at 11 o'clock, and a great number of the English officers took part in the first quadrilles. Admiral Stopford soon afterwards arrived, attended by some of his captains, and was shortly followed by Admiral Jurien Lagreviere, the maritime prefect. The two admirals did not remain in the room a long time. Quadrilles, waltzes, and gallopes followed each other in rapid order, and, to judge by the looks of the gallant visitors in whose honor the fete was given, the reception given them by the French ladies and their brethren in arms produced a most lively impression.

Every body seemed to have but one feeling of unmixed enjoyment. At three o'clock in the morning supper commenced, and the salutes of champagne were thenceforth kept up in uninterrupted succession. The dancing ceased at four o'clock, but the supper tables continued to be occupied till five; at which time our correspondent observes, the steering faculties of some of the officers was considerably diminished. The tables were covered with all that the taste and elegance of the French kitchen could produce, and were loaded with a profusion of exquisite fruits.

The healths of "Queen Victoria," and the "King of the French;" "Prosperity to France and England;" "The Alliance of the two Nations;" "The Navies of England and France;" "The Armies;" and, not least, "The Ladies," with several other national and patriotic toasts, were drunk with enthusiasm. On Sunday morning the Rhadamanthus steamer sailed for Naples, to take Lady Stopford to Malta; and in the afternoon, at four o'clock, the whole squadron stood out to sea. When the ships were at a league's distance from the coast the Princess Charlotte fired a parting salute, which was answered by the Diademe frigate. It was said at Toulon that the fleet after revictualling at Malta, would certainly sail for Egypt.—*London paper.*

On Friday last, the Royal Artillery, 47th, 59th, 92d, and Royal Malta Fencible Regiment, were paraded by his Excellency the Governor, on the ground at Floriana, as a compliment to the American Commodore. After passing in review order, the troops formed in close columns on the glacis, and went through several manœuvres of attack and defence. Commodore Elliott expressed himself highly delighted with the movements, and with the brilliant appearance of the troops.—*Malta Government Gazette of March 7.*

THE FALKLAND ISLANDS.—The New London Gazette contains a copy of a letter addressed to the master of ship General Williams, of that place, by Captain W. J. Scott, master of H. B. M. Ketch Sparrow, and Governor of the Malvenaz, stating that the British Government has taken possession of the whole of the Falkland Islands, and that all foreign vessels are prohibited fishing or sealing round or near them. The General Williams and her tender were warned to leave the coast as soon as possible, and informed that all foreign vessels found at any of the ports of the Island after the 1st of June, 1838, would be proceeded against as trespassers.

ADMIRAL BRETONNIERE.—The *Courrier des Etats-Unis* copies from the 29th volume of *Victoires, &c. of the French*, the following notice of Admiral Bretonniere, who is now in command of the ships of war Didon and Berger.

Captain Bretonniere, now Rear Admiral, is one of the officers of the marine of the republic and of the empire, still living, who have served in the most active manner, and taken part in a great number of battles. He particularly distinguished himself in the unfortunate battle of Trafalgar, where he was a lieutenant, first adjutant of Rear Admiral Magon. We have described in our Vol. XVI the admirable defence of Rear Admiral Magon, with his ship the Algesiras of 74 guns, against the English ship Thunderer of 80 guns, and the honorable death of this brave Admiral. The fire of the enemy having cut off, besides this worthy chief, all the officers superior in rank to Mr. La Bretonniere, he found himself invested with the command of the Algesiras, and had to perform the melancholy duty of surrendering her to the enemy, after having defended her to the last extremity. When the tempest which arose on the next day after the battle and dispersed the English fleet, inspired in some portions of the French crews left on board their captured vessels, the bold idea of retaking them, Mr. La Bretonniere took the Algesiras from the enemy, and although she was dismasted of all her masts, he carried her into the harbor of Cadiz with eighty seamen of the English ship Thunderer, whom in their turn he made prisoners.

DESERTERS DROWNED.—Six deserters from the 43d British regiment, in Canada, attempted to cross the Niagara river on a raft a few days since. Three of them were drowned, and the other three reached Lewiston in safety. This regiment has lost forty men, we learn, by desertion, since it has been stationed on the Niagara frontier.—*Buffalo Journal.*

IMPORTANT FROM THE FRONTIER.

ST. LOUIS, August 14.—We are informed that an important despatch has been forwarded by Colonel Mason, of Fort Gibson, to General Gaines, the Commander of this Division. The substance of this communication is, that the Cherokees have built a council-house, which is said to be considerably larger than any heretofore erected by any tribe of Indians. They have sent messengers, with the black and red wampum, to all the tribes from the Red river to the Sac and Foxes on the Mississippi—omitting only the Kansas and Osages—inviting them to meet in council at the Cherokee Council House in September next. The movement is believed to be but an incipient step to further difficulties, and made with a view of enlisting and uniting all the tribes along the frontier in such measures as may be adopted. They have proceeded with great caution and secrecy in the measure, and have endeavored to keep all their proceedings from the knowledge of their agents and of the officers of the posts. The time proposed for holding the council is sufficiently late to admit of the emigrating Cherokees reaching their country. All the information elicited goes to confirm the opinion expressed some time ago, by General Arbuckle, of the hostile intentions of several of the tribes, though it is not believed that any movement is intended by them until the opening of spring.

General Gaines, we are told, has forwarded the despatch of Col. Mason to the proper department, with a request that he be permitted to attend the Council with an armed force. This would probably be the most effectual means to awe them into a compliance with their duty, and would effectually prevent the formation of any plans for a general and united rising. It is greatly to be desired that his request should be granted.—*Republican.*

WASHINGTON CITY;
THURSDAY, AUGUST 30, 1838.

By one of those accidents, which will sometimes happen in a printing office, about one-half of our paper was yesterday knocked into *pi*, and its appearance consequently delayed several hours.

THE GLOBE AND THE NAVY.—Our editorial columns last week, and communication head of the present, show that the *Globe's* attack is not forgotten; nor will the discussion of it be abandoned until the real author is made known, or the calumnies retracted.

The Fredericksburg Arena should not infer, because one number of the Chronicle was published without any allusion to the subject, that we have been silenced, or that Government patronage has so sedative an influence upon us as it imagines. We were only holding back, until we could see what movement the officers themselves would make, and to give what we thought ample time to offer a disclaimer, if any were intended. Our correspondents have opened their batteries, and we may anticipate, before they have expended their ammunition, that they will do some execution.

Two of our correspondents differ in the ascription of the authorship, or responsibility for the attack—one contending that the present Secretary could not possibly have been privy to it—and the other that if he was not cognizant, yet he is still obnoxious until he explicitly disavows all knowledge of the intended publication and any participation in its sentiments. Our readers are capable of drawing their own inferences. We have, perhaps, as explicit a disclaimer as can with propriety be expected from the Secretary, in the Richmond Enquirer of Friday last.

Our correspondent X makes a suggestion, which meets our views exactly, and we hope it will be improved. We know no one more capable than X has proved himself to be, by his present and former communications, and we trust he will lend us the aid of his powerful pen (if he have sufficient leisure for the purpose) to expose the fallacy of the *Globe's* allegations.

Several of our subscribers have recently complained, and not without cause, of the tax imposed upon them in the shape of postage on the notice to us whenever they change their residence. This can be avoided by requesting the Postmaster at the place they remove from, to notify us of their intended change. It has been done in many instances, and we presume few or no Postmasters would refuse to take the trouble; but if they should, the subscriber himself can request the Postmaster at Washington to give the proper notice to the publishers.

Many of our subscribers change their stations so often, that the expense of postage amounts in the course of the year nearly to as much as their subscription; and although the postage of one letter seems a trivial matter, yet nothing is more provoking to a publisher than to be taxed with it, either to change the address, or discontinue a paper.

The U. S. sloop-of-war Boston, Comm'r Babbitt arrived at the mouth of the Mississippi, on the 16th inst. from Tampico. An officer of the Boston states that a French brig-of-war had arrived in forty-two days from Brest, with intelligence that a fleet of sixteen vessels of war had sailed from France, having fifteen thousand troops on board, destined for an attack upon Vera Cruz. Little credit, however, was given to the report, originating, as it was supposed, in a design to intimidate the Mexicans. The state of things in the interior of Mexico was not marked by any recent changes or movements of importance. The Boston brought \$211,744 in specie.

Commanders FITZHUGH of the Concord, and TEN EICK, of the Erie, on the West India station, it is understood, have applied to be relieved from their present commands, on account of ill health. Commander R. F. STOCKTON has been ordered to the Concord, Commander J. SMOOT is spoken of for the Erie, and thirteen lieutenants are under orders for duty in the West India squadron. With one exception, the lieutenants will take passage in the ship Levant, shortly expected at New York.

Captain John Beetley, of the brig Mars of Baltimore returns his sincere thanks to Captain Henry D. Hunter, his officers and crew, of the U. S. schooner Jackson, for their energetic conduct and politeness in getting his vessel off when she was on shore.

Commodore DALLAS having been three years in command of our naval forces in the West Indies, Gulf of Mexico, etc., will be relieved shortly, it is understood, by Captain JOSEPH J. NICHOLSON.

The latest rumor we have heard on the subject is that the Ohio is to be sent to the Mediterranean, under Commodore HULL, and that the frigate Constitution will sail first, under a captain, as she requires very little preparation.

In looking over a Florida paper recently, there was a list of eighteen candidates in Leon county for the convention to form a State Constitution; among them were four generals, six colonels, and three majors—one ex-Governor, one doctor, and one esquire, leaving but two plain citizens without title.

JACOB W. BAILEY, late lieutenant of the 1st Artillery, has been appointed, under the law of July 5, 1838, Professor of chemistry, mineralogy, and geology, at the Military Academy, West Point.

We understand that upon the representations of Gov. GILMER, of Georgia, of the inefficiency of the present military force in the vicinity of the Okefenokee swamp, the Secretary of War has authorised the employment of five hundred mounted militia for three months. An officer of the army has been instructed to muster these troops into service, and a Quartermaster and Commissary despatched to provide the necessary transportation and supplies.

The vessels of the exploring squadron were seen on Tuesday 21st inst. by the brig Condor, arrived at New York—lat. 33° 30'—lon. 73°—steering S. E.

ADMIRALS IN THE NAVY.—The Buffalo Journal, in copying a paragraph from the Fredericksburg Arena, in relation to the rumored appointment of Commodore HULL to the command of the frigate Constitution, adds:—

"Can any one tell us what good reason there is for not creating admirals in our naval service? Would it be any more aristocratic to appoint such officers, than to have generals in our army?—for this we believe is the chief argument of the opponents of admirals. And would it not be just about as wise to have no higher grade of officers in our army than colonels, as it is to have no higher rank in our navy than a captaincy? And further, still, is there any justice in keeping the gallant Hull in the same rank, in which he was upwards of twenty years ago, when he so gallantly beat the boaster who is now gazetted as an admiral? We go for admirals in our navy. We can see no just cause why there should not be such officers created."

We second the motion for the grade of Admirals, and agree to leave the decision of the question to the conductors of the press, who are the respondents of public sentiment.

All who are in favor of the motion will please say
—Aye!

Those of the contrary opinion—No!

We hope we may have the pleasure of soon saying—'the ayes have it, the motion is carried.'

ITEMS.

The detachment of 400 United States troops under Col. CRANE, arrived at Lexington, Kentucky, on the 15th, on the way from Florida to the Northern frontier.

A detachment of 125 regulars left Newport Barracks, Kentucky, on the 16th, under command of Capt. W. Seawell, 7th infantry, in the steamboat Home, for Jefferson Barracks, Missouri.

Several pieces of cannon have been seized by the custom house officers at Detroit, which were doubtless intended for the "patriot" service.

The French frigate Didon, and sloop of war Le Berger, got under way on Saturday, and dropped down below the Narrows, New York harbor, and went from thence to sea on Sunday, with a fine breeze from N. W.

ARRIVALS AT WASHINGTON.

Aug. 22—	Lt. Col. A. C. W. Fanning, 4th Arty., G St.	
24—	Major M. P. Lomax, Ordnance,	
25—	Capt. J. Mackay, Top. Engrs.	Fuller's.
27—	Lieut. J. H. Simpson, do.	do.
	Lieut. R. McLane, do.	do.
	Capt. E. S. Winder, 2d Dragoons,	Polk's.
	Lieut. J. H. Winder, 1st Arty.,	do.
	Lt. Col. S. H. Long, Top. Engrs.	Fuller's.
28—	Capt. W. Maynadier, Ordnance,	G St.
	Lieut. J. F. Lee, Ordnance,	Fuller's.
	Lieut. T. L. Brent, 4th Arty.,	do.
	Ass't. Sur. R. McSherry, Jr.	Brown's.

PASSENGERS.

NEW YORK, Aug. 20, per ship Rienzi, from New Orleans, Dr. Baker, of the navy.

Aug. 25, per brig Diamond, from Charleston, Captains J. Munroe, and P. H. Galt, Surgeon R. S. Satterlee, Lieuts. J. H. Stokes, J. H. Bates and J. R. Soley, and a battalion of the 4th regiment Artillery.

CHARLESTON, Aug. 21, per steam packet Gov. Dudley, from Wilmington, Capt. G. H. Griffin, of the army.

COMMUNICATIONS.

FORWARD OFFICERS OF THE NAVY.

MR. EDITOR: I have been induced (at the request of a number of the Warrant officers in the navy) to address to you the following, and to ask of you the favor of its publication. I perceive that, in some of your late numbers, you have taken up the cause, or rather the quill, in favor of the Pursers, Marine officers, &c., with respect to their present compensation for services rendered, and so on. Now I would inquire of you, if you have never heard of a small portion of the *genus homo*, denominated *forward* officers in the navy? (Why the term should be applied, I have yet to learn;) still I think you must have heard of them, and I am very sorry, *al mismo tiempo*, that you were not made aware that they too have a bill in Congress for the better regulation of their pay; for, I am inclined to hope that they likewise would have had the benefit of your prolific pen. But, since that is not the case, I must myself overhaul a *range* of my too limited education, and endeavor to put together something which, peradventure, may induce some more capable writer to render them a far more efficient support. You, sir, (I have no doubt,) are well acquainted with our naval affairs, and, of course, you are not to be instructed by me as to the manner in which their small pittance of pay is doled out to them; for it is a well known fact, that, for the most important duties which the Forward or Warrant officers are called on to perform, (in navy yards where vessels are fitting out for foreign service) they are paid but five hundred dollars per annum, or a per diem allowance of one dollar and thirty-six cents. Now, I would ask (merely for information) if those officers are considered of no importance in the service? if the services of Boatswains, Gunners, Carpenters, and Sailmakers, can be altogether dispensed with? or, if the duties of the above-named officers can be performed by those of a higher grade? For the answers to these questions I must become a plagiarist; and for the liberty I have taken I must throw myself on the indulgence and kind feelings of one of our oldest and ablest commanders in the navy, and I feel assured that he will pardon my making the most of his sentiments on the subject, for which the poor despised *Forward* officers will ever feel grateful to him. He says:

"The importance of efficient Warrant officers in our navy has been a matter of deep solicitude with me from its commencement to the present day. I cannot believe that any man of war ever has been, or ever can be, in a condition to render the services expected of her, if the persons who fill those stations are inadequate to the performance of their duties. They are, in fact and in truth, the sole dependence for the mechanical condition of the ships for service. They are the mechanics and store keepers, and, of course accountable for the state of preparation in which she may be found on any emergency; and, if they are not qualified and trustworthy, how can they be depended upon?

"It is vain and idle to say that the duties which properly devolve on this class of officers may be transferred to those of a higher rank; indeed it is unjust and ridiculous to ask or expect it. The Warrant officers alone are responsible for the faithful discharge of those duties; and no commander has a right to require their performance by commissioned officers. It is by them considered degrading to their station, and they will not, nor can they, attend to them; and if the nation is ambitious to have an efficient navy, it will find that the only means by which that object is to be obtained, consists in a perfect arrangement of all its parts. Then let me ask if inefficient men can be expected to discharge those highly important trusts? In a country like ours, where the field is extensive, men qualified to fill the office of Warrant officers on board our ships of war, can do

far better out of the service than in it; as scarcely any laborer is to be found who does not earn more, in the course of the year, than the Government gives him. The clothes which those officers are required to be provided with, and their washing bill, are enough to consume the greatest part of their present pay. What, then, is to become of their families, if they have any; or is our naval service to carry along with it the curse of celibacy, because it does not afford a support for another state? I should think that nine hundred dollars a year is the least sum that ought to be thought of for a compensation for that class of officers. They should be examined previous to securing their appointment, and none should be admitted into the service who cannot give proofs of their qualifications."

The above, I am fully convinced, are sentiments not only entertained by the writer, but many others of our oldest commanders. I am, however, credibly informed, that there are a few who are not only well satisfied with the present system of making and breaking the warrant officer at will, but would have a still wider range, and without troubling the Secretary to appoint them, would, themselves, select them from the crew; so that if they should happen to fall under their displeasure, they could disrate them *sans ceremonie*, and punish them at the gangway. It is an undeni-able fact, that men are admitted into the service, or rather taken from before the mast, to serve in those capacities, who are entirely incapable of performing the duties required of them. Men so entirely ignorant, in many cases, that they cannot decypher a legibly written sentence; and at the same time so very dissipated, that they not only disgrace themselves, but every one connected with them. Consequently it is utterly impossible for those who would wish to keep themselves respected in the world to do so. The only way in my humble opinion, and God knows I am interested, to obtain a good and efficient man capable of performing the duties of a warrant officer, is by giving him a salary which will enable him to maintain himself reputably in the world. There are, at present, to my certain knowledge, captains and mates of merchant vessels, who would gladly accept the situation of Boatswains and Gunners in the service, if they thought it would not degrade them. And why should not the warrant officer be a reputable man? Would it derogate from the high standing of the officers in a line of promotion? certainly not; for he is well aware, (that is, if he be a man of sense) of the difference in their standing in society, they being the scions of some noble stock, the aristocracy of America, and he a *mechanic or hause-hole sailor-man*.

I have heard it argued that none but sailors brought up in the navy were competent to perform the duties of Boatswains or Gunners; but I am inclined to think that is rather futile reasoning, for the merchant captain or mate must be a good sailor, both practically and theoretically; and a short apprenticeship, with a man of any brain, would teach him the art and mystery of blowing a call or making a port-fire. All that the warrant officers ask, is that they may be paid a salary sufficient to enable them to support themselves as men of reputation, holding a somewhat responsible office in their country's service. Those who are opposed to them need be under no apprehensions of their encroaching upon them, for a Forward officer cannot be a *campaigner* at Washington; and for a Boatswain &c. to be hove down with a sickness which would require his attendance at a *watering place*, would be the most *outre* circumstance imaginable. In fact, there are too many of them at the present time, who are under the impression that water was not made to drink, under any circumstances, and argue that all it is fit for is to dilute whiskey. But let them adopt the advice of him whose letter I have transcribed, and our commanders

and 1st lieutenants will find themselves relieved of a great responsibility which now devolves upon them, in consequence of the ignorance, inefficiency, and intemperance of their warrant officers.

If you can stow this away in one corner of your valuable and widely circulated Chronicle, you will oblige a number of Warrant officers, and particularly your humble servant, who is

ONE OF THEM.

[Our correspondent is a little inclined to be ironical; but as we, like the Frenchman, put the most favorable construction upon an equivocal compliment, we will let that pass. A reference to the earlier numbers of the Chronicle will show numerous articles in favor of improving the condition and increasing the pay of the Forward officers; in the attainment of which object we hope to have the concurrence of every commissioned officer in the navy.
—Ed. A. & N. C.]

STEAM NAVIGATION, BOATS, AND ENGINEERS—No. I.

The results of the recent passages across the Atlantic by several different vessels propelled by steam, together with the increased facilities in travelling, and the transportation of merchandise secured by this agent, both on our rivers and along our coast, have very justly excited the amazement of the hitherto incredulous, as well as the attention of the enterprising. The practicability of the application of steam for the navigation of the ocean is no longer problematical. Let prejudice and scepticism be henceforth discarded, and the incubus that has lain upon the prosecution of the first successful attempt (some twenty years since) be removed; and let an early prophecy be fulfilled to its widest extent.

" Soon shall thy arm, unconquered steam, afar,
Drag the swift-barge, or roll the rapid car."

Americans should not have lost sight of their success, and allowed a rival nation to have prosecuted its experiments with a spirit that acquires additional lustre from their supineness. Why American enterprise has succumbed in this instance, is a query that must naturally present itself. Would that an answer could be given as satisfactorily as the character of our countrymen for the possession of such a quality is proverbial. But, as an excuse can be given, and one too that exonerates the majority at the expense of a few, it is but fair that it should be offered.

STEAM NAVIGATION, it is well known, on this side of the Atlantic, until within a very few years, and with but some temporary exceptions, has been exclusively confined to our bays and rivers. The comparatively smooth water of the former, and the shallowness of the latter, have induced an appropriate structure of vessel, and form of engine. The one unrivalled in beauty and speed, and the latter in economy and efficiency. Two routes only upon our coast have been established; and the consequence of our want of experience in such navigation, is too deeply felt and too well known. The owners of the Chancellor Livingston, and New England, at the north, will long regret their temerity, while the loss of the Home and Pulaski will not soon be forgotten at the south. The immediate cause of the destruction of these vessels, with but one exception, has been owing to an improper construction of their hulls, they being too light, and their depth of hold too shallow for the length of keel; for, strange as it may appear, the plan and proportions of river steam-boats have been carried out, in those intended to navigate the ocean. How then can it be wondered at, that with the conviction of the impropriety of such a course as that pursued on the part of some

few individuals who have catered for the public convenience, British steam navigators should seek to introduce their vessels among us, and that our admitted enterprise has received a temporary check from the inexperience of some, and the inexorable temerity of others. That it is but a temporary check, the writer is convinced; and he trusts that it is not singular in this position; for, strange as it may appear to those who are unprepared to meet with the assertion, yet it is nevertheless true, that the American steam engine, in its application for the propelling of vessels upon the ocean, and particularly for long voyages, on account of its compactness, speed, efficiency, economy of cost, and fuel, is beyond comparison with those manufactured by any other country. In support of this declaration, I not only defy a refutation, but advance an instance in corroboration, of which it can truly be said *Ex uno, disce omnes.*

The British steam ship Great Western, is propelled by engines of 375 horses power, at their ordinary speed and pressure of steam, (which approaches to within a shade of their maximum power;) occupying a space, including boilers and fire rooms, of 56,100 cubic feet, and weigh, together with the boilers and water, 583 tons, and consume, at the very lowest estimate, one and a quarter tons of coal per hour. Whereas, the United States steam frigate Fulton (built in New York) has engines of 460 horses power, at their ordinary rate, though capable of being worked to 936 horses, which occupy but 26,622 cubic feet, boilers and fire room also included, weigh but 207 tons, with boilers and water, consume but a similar quantity of fuel, although of 85 horses power greater, and drive her wheels at an excess of speed of 2.2-3 of a mile per hour over the Great Western.

From this difference in proportions (not only existing in the above cited instance, but being characteristic of the engines of the two countries) it is evident that a vessel of the same tonnage and model as the Great Western, having American engines, could be driven much faster, at a less expense of fuel, as well as first cost, would carry nearly 30,000 cubic feet, or 381 tons of merchandise more, and yet draw but the same water; with this advantage in the plan and construction of engines and boilers, together with the admitted superiority of our ship builders, in modelling, as well as ability to build a sea steamer, when not influenced by temerity, or dictated to by the cupidity and ignorance of the employer, the prediction is justly warranted, that in a very few years, American steamers will hold that station in the navigation of the Atlantic, which the above enumerated advantages in one portion, and the known ability of our shipwrights in another portion of the necessary work justify.

Thus much in illustration of my views of American navigation—and if you can spare me a column in your next number, I purpose to treat of ENGINES and ENGINEERS.

A YOUNG ENGINEER.

THE GLOBE AND THE NAVY.

MR. EDITOR—Having been absent from ——, not however on a visit to the White Sulphur, we have only just seen by your number of the 9th of August, that the Globe had followed up its attack upon the navy, by the republication of a communication signed W., taken from the Army and Navy Chronicle of the 12th of April last.

With your usual urbanity, Mr. Editor, and readiness to assist any member of either arm when in a dilemma, you have endeavored to rescue W. from the cordial embraces of the "official," well knowing that such contact was sufficient to wither the reputation of any officer. But verily W. has his reward: he indulged in free and sweeping denunciations against the service generally, though aiming his severe strictures more particularly at its junior offi-

cers. Admitting his statements to have been correct, he must have known all i felt that this class was the very last, justly responsible for their existence. What! charge the weak and the governed with the growing inefficiency and decline of discipline in the navy, instead of those set over them? instead of those who are clothed with the most ample powers for its effective government by laws and regulations, as severe, potent and pervasive, as any similar code in the known world? If W. had possessed the nerve to trace the evils he described to their true origin, he might now be entitled to the plea of having been actuated by zeal for the good of the service, and would doubtless have escaped the awkward predicament of finding himself endorsed by the editor of the *Globe*.

It is not our purpose to enter generally upon the subject of the "assault." It would be no easy matter to command the proper temper to do so; but we have taken the pen principally to urge upon some officer, the propriety of taking up the matter dispassionately, and by the production of facts to nail to the counter one by one the base falsehoods uttered against us; showing at the same time, whatever of evil and dereliction of discipline has crept into the service, as mainly if not solely to be attributed to its wretched administration for many years past, though more particularly during the last four or five. Materials for such an "*expose*" are abundant and cogent; industry to collect them is all that is required.

It is true, this would seem like advising an innocent man to free himself from heavy accusations, which have been brought against him without shadow of evidence, by some known liar or pick-pocket. But, still, the navy owes much to the country and the press, for the spontaneous, wide-spread—indeed almost unanimous—shout of indignation, with which they have hurled back upon its authors the foul slanders sent forth against it.

One word only as to the charges involving moral dereliction. They are not only infamously false, but the editor of the *Globe* must have known them to be such; for we will not believe that he would consign a son to the association of men who have lost "all high or ennobling qualities"—who are "governed by mean and pitiful jealousies pervading all classes of them"—who are no longer distinguished "from the cut purse and cut throat"—who have renounced the "love of glory for the love of money"—who are under the impulse of "a sordid spirit—an itching, grasping, monopolising spirit"—who are blood-suckers and pettifoggers, and "not high-minded gentlemen;"—in short, men who are actuated by "principles so unworthy" as "neither to merit nor receive the affection of a great and generous nation, but must dwindle out a life of contempt and insignificance." Surely the editor of the *Globe* has had a sufficient share of the "*spoils*," not to be compelled, in order to find a living for his child, to see him reared and nurtured in such a den as he has described.

X.

THE GLOBE AND THE NAVY.

MR. EDITOR—In the late atrocious attack upon the navy—an attack which for elaborate ribaldry and gross invective has rarely been equalled even in the columns of the *Globe*—the following paragraph occurs:

"We sincerely hope that if the new Secretary of the Navy catches any officer campaigning at Washington in this manner, he will kidnap the gentleman forthwith, and employ him in some more honorable vocation. We have heard it hinted that such is his intention."

We are not going to notice the most serious feature of this phrase, however painful the impression it has left—that is, the connexion or communion which it would seem to indicate between the writer and him who alone could execute this threat. Our purpose is merely to laugh the threat itself to scorn, and to inform the editor of the *Globe*, or whoever the slan-

derer may be, that it is held in the most utter contempt by the navy, both for its malignity and impotency.

Kidnap is it? If by the word is meant employment at sea, commend us to it most cordially; but where are the ships, to send the culprits to? Are they not rotting by the score at the dock yards? while one frigate and a sloop of war constitute the sole protectors of our commerce in all Europe—both shores of the Mediterranean—western coast of Africa—the Cape de Verds, Madeira and the Azores—Labrador, and our extensive coast fisheries—to say nothing of keeping “long, low, and black-looking schooners” from cutting off our Liverpool packets.

Kidnap indeed! The late Secretary might have kidnapped, if he had had the disposition to employ the navy as Congress and the country expected it to be employed. He might have kept pace with the urgent demands of a growing commerce—he might have reared seamen—advanced naval experience and science, and promoted the general efficiency of this right arm of our defence.

We should like to see the present Secretary kidnapping, if “honorable vocation” be the meaning of the term; and we can assure him, if he believes the low charge of “skulking,” that he is greatly deceived. For every one officer who has declined service, a dozen have been ready to go; and of those who demurred, many felt themselves compelled to do so, on finding all their claims, founded on seniority and long service, utterly disregarded or “forgotten,” by the late Secretary.

The Department was ever ready to let an officer return from ship or foreign station, for it thereby saved the difference between “leave” and “duty” pay. At least once a month, the Pensacola Gazette informed us of a sloop of war sailing under the command of a lieutenant, or with two lieutenants instead of five, and some three or four midshipmen in lieu of a dozen. Double duty in a tropical climate for those who remained; discipline necessarily impaired, where so many temporary appointments had to be resorted to—or where the whole number was kept so far below the proper complements and the positive requirements of the service; but all these, and many other reasons equally cogent, were “trifles light as air,” compared with the circumstance of paying an officer’s travelling expenses to Florida. A thousand miles, at ten cents per mile! was monstrous and not to be endured.

After a while, however, it began to be discovered, that some of the sixpences thus saved would have to be disgorged again; and this brings us to the whole basis upon which the odious, foul, false, fiendish charge of “avarice” has been reared. It seemed to be forgotten that no commodore would have a ship lying idle for want of a commander, but would immediately supply the vacancy with the officer next in rank. It was forgotten too, that this same officer, or any other in command, who found himself with one half the lieutenants allowed by regulation, would on leaving the waters of the United States, direct the necessary number of passed midshipmen to perform the duties of that grade; and so on. The services, rendered under these appointments, were thus legally, clearly, and morally brought within that provision of the act of 1835, which says:

“Officers temporarily performing the duties belonging to those of a higher grade, shall receive the compensation allowed to such higher grade, while actually so employed.”

It was finally perceived, for example, that a passed midshipman raised from a salary of \$750 per annum to one of \$1500—that a lieutenant, advanced from the latter sum to one of \$2,500—would in a very short time draw more money from the Treasury, than would have defrayed many times over the travelling item of an officer of appropriate rank. In short, that it was only adding to the number of the commission-

ed grades in the navy. Instead of going at once to the root of the evil—abolish all acting appointments, and send from the scores of officers “on leave” a proper number to perform their respective duties—it was determined to resist the plain and palpable intent of the law we have quoted, and throw out the claims made under it.

The moment it became known that this was the avowed decision of the Department, claims thickened upon it daily. Officers, who never would have dreamt from the pitiful amount involved, of taking the pen to draw out the account—actuated from principle, immediately sent in their claims, and the smaller the sum, greater were the zeal and pertinacity with which its payment was insisted upon. For these felt assured their motives could not be misconstrued, and that the Secretary himself would view them as men maintaining what they conceived their rights, secured to them by the laws of the land.

We will not stop to describe the process by which this construction of the law was defended. It is well known, however, that the “ingenious pettifogger” was not to be found on the side of the claimants. They had only to point to the provision of the act itself—short, simple, unambiguous—its letter and spirit in perfect accordance.

But we have wandered from kidnapping business, and the perfect absurdity of using such language. Even now we are told that the projected fitting out of the Ohio has given way to that of a frigate; and we fear we may infer from the rumor, that this noble line-of-battle ship, after rotting for seventeen years, and finally repaired at an enormous expense; fitted out at New York with unusual care and finish; sent to Boston and docked, that nothing might be wanting—is to recommence the process of decay, fastened to our wharves.

X. Y.

THE GLOBE AND THE NAVY.

The Globe of the 1st instant indulges in a series of abuse against the navy, which we are happy to perceive has been promptly met, and with becoming spirit by the public press; and were it not to redeem a pledge, we would rest satisfied with what has already been said in answer to those vile calumnies. The imputations cast upon the officers of the navy are such, however, that too much cannot be said in defense of that great arm of the service, and of those gallant officers who compose it. Were it not that the Globe is the ostensible organ of the government, such vile abuse could only with dignity be repelled by absolute silence. Abroad, its supposed connexion with the Government gives it a standing which it does not possess at home. There, the official paper always contains the opinions of the administration; hence, judging us by themselves, they give credit to the assertions of the Globe; and unless refuted by the unanimous voice of the people, the stigma must remain, and probably lead our officers, denounced as “skulks, lazy louts, cut purses, and cut throats,” &c., into difficulties of a serious nature. On foreign stations they would no longer be respected as they have been; presuming upon the official’s opinions, foreigners would attempt to treat them with contumely, and many valuable lives might be sacrificed to redeem themselves from the odium of this general denunciation. Certainly such consequences could not have been supposed possible by the author of the articles in question. Let him look into its probable results, and he must see how heartless and inconsiderate it was. Let him be assured that the officers will never rest easy under these sweeping denunciations.

The navy is not what the Globe asserts it to be; it is a vile slander upon the intelligence of the people, to suppose for a moment they could believe that their gallant navy officers were a set of “lazy louts, skulks,” &c.

Were they skulks in the Tripolitan war, when, with but a handful of men, they accomplished what the combined powers of Europe had failed in? Let it be remembered that the rallying words were "millions for defence, but not a cent for tribute." It is not, and never can be, forgotten that our navy in its infancy humbled the proud Turk, and made the crescent strike to the stars and stripes. Were they skulks when, during the late war, they tore from the then haughty mistress of the sea the proud laurels gained in a thousand battles? Were they skulks when, with the prospect of a war with France, applications for service were so many, that the Secretary of the Navy could reply to but a comparatively small portion of them? Were they skulks when, with the gallant Porter, they volunteered to put down piracy in the West Indies, at a time when the fatigues and exposures consequent upon such service were almost certain death? None but those who were on the station at the time can appreciate the sacrifices and fatigues then endured by our officers and men. Key West is whitened with the bones of our officers and men, who, from constant exposure in open boats, crusing after these scourges of the ocean and enemies of mankind, fell victims to this pestilential atmosphere.

Were they skulks, &c., when, upon a late occasion, act of piracy was supposed to have been committed an upon our coast, they volunteered in such numbers that their applications were left in many instances unanswered?

Instance upon instance of their gallantry and disinterested bravery are on record to disprove the epithets so falsely and gratuitously lavished upon them by the *Globe*.

The very same officers who have performed the deeds above alluded to are those denounced by the *Globe*. These gallant spirits are now to be told that they are a degenerate set—lost as it were to all honor—with principles and maxims of "coblers and tinkers"—"cut throats, and cut purses," &c. Will they tamely bear it? Is there no redress any where? Will the President sanction such abuse? Is he not commander-in-chief of the army and navy, and under these circumstances will he quietly permit such vile abuse go unnoticed? The country will demand justice of him.

F.

MR. PAULDING AND THE NAVY.

Mr. EDITOR: There seems to be great diversity of opinion, both amongst the officers and through the country generally, as to the authorship of the late attack of the *Globe* upon the navy.

It is true, we have seen it stated in the second edition of "last words," that the accusation in the *National Gazette*, as to Mr. PAULDING having corrected, revised, and added some of the most vulgar and vituperative epithets in the *Globe* articles, is utterly destitute of truth.

This declaration from the official organ was intended, beyond doubt, to help Mr. PAULDING out of a most serious affair; and, possibly, was thought amply sufficient to satisfy a parcel of credulous sailors and loyal citizens. But let us tell the *Globe*, that so far, at least, as our naval officers are concerned, the shallow artifice has completely failed. Sailors are not such *boobies* as the *Globe* takes them for. They, to a man, hold Mr. PAULDING responsible; and will continue to do so until he manfully denies, not only all knowledge and participation, directly or indirectly, in the act, but also repels, under his own sign manual, the base slanders uttered against the navy. Mr. P. may rest assured that nothing short of this will restore him to respect and confidence. Until he adopts this course, no officer who has a proper respect for himself, or the least *esprit du corps*, should hold any communication with either the Secretary or his office beyond the absolute necessities of duty.

A large portion of the officers have already tamely submitted to extraordinary violations of their rank and dearest privileges, strikingly exemplified in the exploring expedition, and in numberless other instances; and should they now quietly suffer themselves to be vilified and abused without any effort to resent it, the inference will inevitably be that the navy has only been treated as it deserved.

What say you, my brethren? Shall we, who, through a whole lifetime, have buffeted the elements and discomfited every foe that has assailed our country, now ignominiously strike our flag to a domestic enemy of scarcely a day's growth? It must not be.

What have our old officers been about at this important crisis? Have they, as bound in self respect, taken pains to ascertain whether the Secretary countenanced this abuse of the navy? Where have been the Secretary's professional advisers, the three navy commissioners? Have they been silent, lest their places might be endangered by vindicating their brother officers? Have they been willing that the navy should be trampled upon and destroyed, provided they could retain their seats at the Navy Board? We have our fears—but

NOUS VERRONS.

MEDICAL CORPS OF THE NAVY.

MR. EDITOR—Having seen several communications in your paper relative to the disposition of some of the officers of the navy, I take the liberty to send you the following, relative to the medical officers. An organization founded upon the *division of duty* and *individual responsibility*, is the only proper one, and it is to be hoped that one founded on those principles will soon be adopted. The division of the duty among boards, bureaus, &c., never has been, and in all probability never will be found to succeed. The too numerous and too extensive duties which now devolve upon the commanders at the naval stations, should and would, under a proper organization, be given to some of those who have been for months and months waiting orders.

The late appointment of Commodore Biddle as governor of the Naval Asylum near Philadelphia, is, we hope, but the precursor of many analogous changes; and we hope that no more such mutinies as occurred lately at a naval hospital, will again take place, to be blazoned forth in the newspapers, as instances of inefficient organization. Introduce a proper organization—divide the duties—individualise (if I may so call it) the responsibility, and the navy of the United States will in a few years have no superior in efficiency.

A proper division of the medical officers, according to the following list, will be generally allowed to be requisite in the present condition of the service.

	Surgeons.	Asst. Surg.
Surgeon general and ex-officio inspector of hospitals,	1	
To act as clerk and assistant to above,	1	
Apothecary general, -	1	
To act as assistant to above, -	5	5
Hospitals, -	5	
Receiving ships, -	5	
Marine barracks, -	1	1
Navy yards, -	7	7
Charleston, -	1	
Baltimore, -	1	
Rendezvous, -	6	
2 Ships of the line, -	2	6
1 Raze, -	1	2
4 Frigates, -	4	8
1 Steam ship, -	1	
15 Sloops of war, -	15	15
3 Brigs, -	3	
7 Schooners, -		7

The Surgeon General to be stationed at Washington. The Apothecary at New York for the convenience of obtaining proper medicines and instruments. The only other material change is by attaching surgeons instead of assistant surgeons to receiving ships; of the propriety of this, I think few who have ever served on board a receiving ship will doubt.

A.

DOMESTIC INTELLIGENCE.

EXPLORING SQUADRON.

LIST OF OFFICERS AND SCIENTIFIC CORPS.
SHIP VINCENNES.

CHARLES WILKES, Esq., *Commander-in-chief*. Thomas T. Craven, Overton Carr, (flag) Robert E. Johnson, James Allen, Wm. Lewis Maury, *Lieutenants*. Edward Gilchrist, *Fleet Surgeon*. R. R. Waldron, *Purser and Special Agent*. J. L. Elliott, *Chaplain*. John L. Fox, John S. Whittle, *Ass't. Surgeons*. George M. Totten, William Reynolds, William May, Joseph P. Sanford, *Passed Midshipmen*. George W. Clark, *Midshipman*. Samuel Elliott, *Acting Mid.* Wm. Smith, *Boatswain*. W. G. Bright, *Gunner*. Wm. M. Laughton, *Carpenter*. S. V. Hawkins, *Sailmaker*. Benjamin Vanderford, *Pilot*. R. P. Robinson, *Purser's Steward*.

Scientific Corps.—J. P. Couthouy, Charles Pickering, *Naturalists*. Joseph Drayton, *Artist*. J. Breckinridge, *Ass't. Botanist*. J. G. Brown, *Repairer of Instruments*.

SHIP PEACOCK.

Wm. L. Hudson, *Commanding*. Samuel P. Lee, Wm. M. Walker, Geo. F. Emmons, Oliver H. Perry, *Lieutenants*. Thomas A. Budd, *Master*. J. Fredrick Sickles, *Surgeon*. William Speiden, *Purser*. Silas Holmes, *Ass't. Surgeon*. James B. Lewis, Hans Gausevoort, Henry Eld, Jr., Geo. W. Harrison, *Passed Midshipmen*. Wilkes Henry, Wm. H. Hudson, *Midshipmen*. Thos. G. Bell, *Acting Boatswain*. John D. Anderson, *Gunner*. James Dibble, *Carpenter*. — Freeman, *Sailmaker*. Wm. H. Insley, *Purser's Clerk*.

Scientific Corps.—James C. Dana, *Mineralogist*. Titian R. Peale, *Naturalist*. Horatio E. Hale, *Philologist*. Francis L. Davenport, *Interpreter*.

BRIG PORPOISE.

Cadwalader Ringgold, *Commander*. M. G. L. Claiorne, H. J. Hartstene, John B. Dale, *Lieutenants*. Chas. F. B. Guillou, *Assistant Surgeon*. Aug. S. Baldwin, *Acting Master*. Simon F. Bent, George Colvocoressis, *Passed Midshipmen*. T. W. Waldron, *Clerk*. Oliver Nelson, *Acting Boatswain*. Amos Chick, *Carpenter*. John Jones, *Sailmaker*. Wm. H. Morse, *Purser's Clerk*.

SHIP RELIEF.

A. K. Long, *Lt. Commanding*. Robert F. Pinkney, A. L. Case, Jos. A. Underwood, *Lieutenants*. James C. Palmer, *Acting Surgeon*. George T. Sinclair, *Acting Master*. Alonzo B. Davis, Thomas W. Cummings, *Passed Midshipmen*. James L. Blair, *Midshipman*. James B. Harrison, *Captain's Clerk*.

Scientific Corps.—Wm. Rich, *Botanist*. Alfred T. Agate, *Artist*.

SCHOONER FLYING FISH.

Samuel R. Knox, *Pass'd Midshipman*, *Commander*. Geo. W. Hamersley, *Passed Midshipman*. Richard Ellis, *Acting Master's Mate*.

SCHOONER SEA GULL.

James W. E. Reid, *P. Midshipman*, *Commander*. T. A. Bacon, *Passed Midshipman*. Isaac Percival, *Pilot*.

U. S. SHIP VINCENNES.

Off Cape Henry, midnight, Aug. 18, 1838.

SIR: I have just thought it might be a satisfaction to you to know something definite about the exploring expedition. Our ship, the Vincennes, is a first class sloop of war, of 750 tons, commanded by

Charles Wilkes, Esq. She has had a light spar deck put upon her, which gives the appearance and some of the comforts and conveniences of a small frigate. Her usual battery of 22 guns is reduced to eight, and a corresponding reduction of her complement of upwards of 200 men, to 150 men, including scientific gentlemen, of whom we have three, and one horticulturist. The Peacock, Wm. L. Hudson, Esq., commander, is a second class sloop of war, of the same construction, 600 tons burthen—the same reduced battery; a crew of 130 men, including three scientific gentlemen. The store ship Reliel, A. K. Long, Esq. commander, is 450 tons burthen, has 6 guns and 75 men, and the remaining two of the scientific corps. The brig Porpoise, Lieut. Cadwalader Ringgold, commanding, is 200 tons, has 4 guns, and 65 men and officers in all.

There are also two pilot boat schooners recently purchased, late the New Jersey and the Independence, of your port. The first, now called the Sea Gull, commanded by Passed Midshipman James W. E. Reid, is 110 tons burthen, and has 15 men. The second, now called the Flying Fish, commanded by Passed Midshipman Samuel R. Knox, is 90 tons, and has 12 men, all told. The squadron left Hampton Roads this afternoon, and are now off the pitch of the cape, and the pilot boat about to leave us and sever the last link that binds us to home and native land. The squadron makes a fine, imposing appearance. We have a fine breeze, and are all as cheerful and happy as could be expected in the circumstances. The expedition is now fairly off, and you may tender our countrymen our sincere and hearty farewell and congratulations on the occasion.

In great haste, your ob't serv't,

JARED L. ELLIOTT.

Editor of the New York Times, &c.

PENSACOLA, Aug. 11.—The U. S. sloop of war Natchez, arrived here on Monday last. She sailed hence July 11th, and touched at Havana on the 22d—sent a boat on shore. There were 55 American vessels in port. The N. proceeded to Matanzas where she remained one day—Nothing new there. A new Governor of that part of the island was daily expected from Spain. Slave vessels are arriving there every week from Africa, with from three to five hundred slaves each. The Natchez touched at Key West on her way back to this port. There have been no wrecks of late, and our information is that the wreckers complained much of the want of employment.—Gazette.

The following is a list of the officers of the Natchez. Commander Benjamin Page; Lieutenants, J. D. Knight, H. Moor, Acting Lieutenants, C. S. Ridgely, D. McDougall; Surgeon, G. Blacknall; Purser, S. Ramsey; Acting Master, R. C. Codell; Assistant Surgeon, J. F. Mason; Midshipmen, N. Collins, Wm. E. Boudinot, J. S. Kennard, S. E. Bent, J. W. A. Nicholson; Captain's Clerk, H. B. Page; Schoolmaster, Peter Rector; Boatswain, J. Bryant; Gunner, J. D. Benthall; Sailmaker, T. Whitman; Carpenter, J. Horner.

The following note addressed to the editor by Commander Breese, of the Ontario, is evidently dictated by a nice regard for the delicate relation in which the French blockading squadron is placed, in reference to the commercial marine of the United States. When we consider the adventurous spirit, which in general characterises the owners of vessels in the United States, and those employed in sailing them, and still more, when we consider the proneness of the people of this country to take fire at the slightest indignity supposed to be offered to our national honor and dignity—it seems wonderful that more complaint has not been made of the French blockading squadron. It is probably to the firmness, dignity, and propriety with which the commanders

of our national vessels have borne themselves throughout this difficulty, that the country is indebted for this state of things. We give Capt. Breese's note entire, because, though it was not, perhaps, intended for publication, yet it is in itself the best explanation that could be given of the objects of the writer.—*Ibid.*

U. S. SHIP ONTARIO,

Pensacola Bay, Aug. 9, 1838.

DEAR SIR: I send you a New Orleans paper of the 6th inst. in which the editor asserts on the authority of one of my officers, that the French were determined to make prize of all American vessels caught on the coast.

I regret that the news collectors of that paper should have mistaken the affair altogether. I had no such intimation from the French Commodore himself, nor do I think it *probable* even, that Commodore Bazeche has issued such orders. I trust there is sufficient time for a contradiction of this report to get abroad, and thus do away any unfavorable impression the mistake alluded to may possibly have created.

I beg, sir, you will insert a paragraph to this effect in your next number.

Very respectfully, your ob't servt,

SAM'L L. BREESE, Comm'r.

The following is the article in the New Orleans Bulletin, alluded to by Capt. Breese.

"The U. S. sloop of war Ontario, Capt. Breese, arrived off S. W. Bar on Thursday, from Matamoras, which place she left on the 28th ult. Tampico 20th, and Vera Cruz on 23d. She put on board the tow-boat Hudson, about \$18,000 in specie, consigned to several merchants of this city. From one of the officers who came to the city in the Hudson, we learn that the French were determined to make prizes of every American vessel they caught on the coast. The Boston was to sail from Tampico in a few days for N. O. The Ontario sailed for Pensacola on last Friday morning.

From the Hamilton (Tennessee) Gazette, August 9.

CHEROKEE EMIGRATION.—The conference between General Scott and the Cherokee Council is at length ended. The Chiefs of the nation have undertaken the transportation of the remainder of the people to their new homes. It is now a national movement on the part of the Indians, and for the first time there is something like a unanimity of feeling and concurrence of the whole tribe. They have agreed, on their part, to furnish all the subsistence and means of transportation that may be necessary to render the Indians comfortable on their journey to the West, and to commence the removal by the first of September, in detachments of about one thousand each; and, after the departure of the first, to have every consecutive detachment to start in a very few days. It is computed that all the Indians can be removed in twelve detachments, and that the last will leave by the 20th of October. General Scott, on the part of the Government, has agreed to allow sixty-five dollars per-head for removal, and furnish in advance one half of the amount. Each detachment will be conducted exclusively by their own people accompanied by one or two physicians who will, we suppose, receive their appointments from General Scott, with the concurrence of the Chiefs. Until the departure of each detachment, the Indians are to be subsisted by the Government.

Thus is settled, we hope forever, one of the most difficult and complex questions which the Government has had to contend with since the last war. If it has not terminated satisfactorily to all, the disaffected must make the most reasonable allowances for the principal actors in this scene. They have had parts to perform of the most delicate and responsible nature. They have had an injured nation's wounds to bind up, and at the same time to avoid compromising the interest or honor of the United States. In the fulfilment of the duties assigned them they have had to tear asunder the cords of affection which bound a noble tribe of people to their natal soil and the

burial grounds of their fathers, and at the point of the bayonet force them to march to another land. These things, no doubt, combined to induce General Scott to run the risk of incurring the displeasure of many who have made sacrifices on the faith of the promises held out to the public. He was no doubt willing even to abridge his own well-deserved popularity if it would dissipate the gloom and sorrow which rested upon the Cherokees. Then let every lip be closed and every pen be dried, that would reflect on that brave and venerated officer for the course he has pursued.

We are happy to learn, from the following letter from General Scott to the Governor of Georgia, that the latter has released twelve Cherokees who were confined in the penitentiary of that State. We hope this example will be imitated in the other bordering States, and that all the Indians, whatever may be their offences, will be suffered to join their friends and kindred in their emigration to the west. This act of grace will be both humane and politic.—*Globe.*

HEAD QUARTERS, EASTERN DIVISION,

Cherokee Agency, July 30, 1838.

SIR: I have had the honor to receive your Excellency's letter of the 21st instant, offering to pardon and cause to be released twelve Cherokees now in the penitentiary of Georgia.

But a little time before, instructions were received from the Secretary of War on the same subject, and I am happy to be anticipated in my request founded thereupon, by the generous offer in question.

I send with this communication, Mr. Hildebrand, a part Cherokee, and a trusty and intelligent young man to receive and bring to this place the Cherokee prisoners. He is provided with sufficient funds, by the nation, to defray all necessary expenses in going and returning.

The Indian authorities are anxious not to leave one of their people behind.

No guard is supposed to be necessary to bring the prisoners to this place, as it is not doubted that they will be eager enough to return to their kindred and friends; and for their protection on the way, a paper from your Excellency, in the nature of a passport, it is supposed, will be all sufficient.

The whole body of the Cherokees remaining to be emigrated, evince the best dispositions, and the emigration to the west will be renewed the beginning of the month after the next.

I have the honor to be, &c. &c. &c. &c.

WINFIELD SCOTT.

HIS EX. GEORGE R. GILMER,
Governor of Georgia.

We learn by a gentleman just returned from the western frontier, that Major Belknap and Capt. Bonneville, two of the commissioners appointed by the Secretary of War, to locate a road from Fort Smith and Red river, had made all the arrangements, and were on the eve of starting to perform the duties assigned them. The road about to be located by the above commissioners, it is understood, is to leave Fort Smith on the Arkansas, and run as directly south within the line of the State, as the nature of the country will admit, to Red river, upon which road it is the intention of Government to erect two forts, for the purpose of defence. From the known character of the officers employed in this duty, the citizens on our western frontier have an assurance that the duty assigned them, will be performed with correctness and despatch.—*Little Rock Gazette.*

ST. AUGUSTINE, August 4.—Colonel Harney has gone on an expedition to scour the Withlacoochee. He has with him a force of 220 men. Capt. Mikler left Pithka two days since, to join Col. H. at Miccanopy. Col. Harney has 100 men armed with Colt's rifles, and disguised as Indians.

THE NORTH EASTERN BOUNDARY.—It is stated in yesterday's Providence Journal, that Gov. Kent, of Maine, "has directed a survey to be made of the disputed territory, and has ordered out the military to protect the surveyors in the performance of their duties." We have seen repeated statements of a similar purport, in many of the papers, and some of them have quoted the Bangor Whig as the source from which they derived their information. We have not however seen any such statement in that paper, nor in any of the papers of Bangor or the vicinity. From the absence of any such annunciation in the vicinity of the Governor's residence, and in the neighborhood of the disputed territory, where any such movements would be likely to be known as soon as made, and immediately announced to the public, we infer that the report which has been so current, is without foundation. We are confirmed in this belief from the impression that the position in which the boundary question was placed, in consequence of the earnest application of the Executive of Maine, by the late debate in the Senate of the United States, and by the report of the Judiciary committee unanimously adopted by the Senate, was so satisfactory to the State of Maine, as to render any further measures, by the Government of the State for the present unnecessary. The adoption of that report makes it the imperative duty of the Executive of the United States, to press the negotiation in the manner most likely to produce a speedy result, and takes away all apology for any unnecessary delay. It also presents in the most public way, before the people of the United States, and before the Government of Great Britain, the point of view in which the question is unanimously regarded by the Senate. In having attained this object, the Government of Maine has effected an important advance towards a settlement of the question, and the next will be taken by the Executive of the United States.—*Boston Daily Advertiser, Aug. 21.*

It is mentioned in the Louisville Herald that the 1st regiment of Dragoons are to explore the country along the eastern base of the Rocky mountains early next spring, to make treaties of amity with the Indians. It will be a part of their business also to look after the Hudson's Bay Fur Company, who, it is said, have encroached upon American ground. Lovers of nature in her primitive state will have an opportunity to gratify their tastes, under a safe escort.

ARMY.

OFFICIAL.

SPECIAL ORDERS.

No. 56, Aug. 25.—The following named officers of the Medical Staff are assigned to duty at the posts set opposite to their respective names, whither they will proceed without delay, and report to the commanding officers:

Ass't. Sur. John Byrne,
" R. McSherry, } Fort Brooke, Tampa, Flo.
" B. W. Woods, }
" D. C. DeLeon, } Fort Heileman,
" C. Noyes. } Garey's Ferry, Flo.
" G. A. Williams, Fort Moniac, near Trader's
Hill, Geo.
" Wm. T. Leonard, Fort Jesup, Lou.
" Ellis Hughes, Plattsburgh, N. Y.
" Joseph Walker, Ft. Leavenworth, to relieve
" J. B. Porter, who will proceed to Ft. Gratiot.
" J. R. Conrad, Hancock Barracks, to relieve
" L. Sprague, who will proceed to Ft. Hamilton.

No. 57, Aug. 29.—Surgeon Heiskell for temporary duty with the 8th Infy. at Sacket's Harbor.

Surgeon C. M. Dougall to relieve Ass't. Sur. Worrell, at Fort Howard, the latter afterwards to repair via New Orleans, to Tampa, for duty.

Ass't. Sur. T. Henderson, for duty at Rochester, N.Y.
Ass't. Surgeon J. J. B. Wright, on being relieved by
Ass't. Sur. J. Emerson, at Fort Snelling, to repair to Jefferson Barracks.

1st Lieut. W. H. Betts, 1st Arty. to report to the Governor of Georgia, to muster militia into U. S. service.

GEN. ORDERS, No. 32, Aug. 27, assigns Brevet Major W. Hoffman, 2d Infy. to duty according to his brevet rank.

It is requested that all letters and packages on public business for the Assistant Adjutants General on duty in the office of the Adjutant General, be addressed to the "Adjutant General of the Army, Washington city;" if addressed to the Assistants, they are charged with the postage.

NAVY.

ORDERS.

Aug. 21—Gunner John Myrick, Navy Yard, Philad.
22—Lieutenants J. Marshall, S. S. Lee, L. Pennington, W. E. Hunt, A. H. Marbury, J. M. Berrien, J. C. Sharpe, J. T. McDonough, W. Lambert, E. M. Yard, Z. Holland, and W. J. H. Robertson, to proceed to New York by the 15th Sept., to take passage in the ship Levant, for duty in the W. I. squadron.

Lieut. Grey Skipwith, W. I. squadron.
Mid. C. H. Piper, naval school, New York.
P. Mid. W. E. LeRoy, Rec'g ship, do.
23—P. Mid. T. B. Barrett, do. do.
P. Mid. M. Hunt, do. do.
P. Mid. M. S. Pitcher, do. do.

Commander R. F. Stockton, to take passage for Pensacola in ship Levant, for command of ship Concord.

Sur. J. Vaughan Smith, for ship Vandalia, W. Indies.

RESIGNATIONS.

William G. Benham, Midshipman, August 22.
Jonathan Ingersoll, Lieutenant, August 25.

REVENUE CUTTER SERVICE.

PROMOTIONS.

Michael Conner, to be Captain, Aug. 6, 1838.
Douglas Ottinger, to be 1st Lieut. Aug. 6, 1838.
Charles Grover, to be 1st Lieut. Aug. 6, 1838.
Thomas Osborne, to be 2d Lieut. Aug. 6, 1838.
John B. Fulton, to be 2d Lieut. Aug. 6, 1838.
George Berriman, to be 2d Lieut. Aug. 6, 1838.

APPOINTMENT.

John A. Underwood, to be 3d Lieut. July 19, 1838.

RESIGNATION.

Samuel P. Scott, 1st Lieutenant.

DEATHS.

Uriah Coolidge, Captain, Eastport, July 27, 1838.
James Thompson, 3d Lieut. Middletown, Aug. 15

ORDERS.

Captain R. Day, to the Dexter, Charleston, S. C.
Captain H. D. Hunter, to the Jackson, Baltimore.
Captain John Besse, to the Crawford, Eastport.
Captain M. Conner, to the Vigilant, Newport.
2d Lieut. J. McGowan, to the Gallatin, Delaware.
2d Lieut. Geo. Berriman, to the Erie, Lake Erie.
3d Lieut. Arnold Burrough, to the Gallatin, Delaware.
3d Lieut. H. H. Greene, to the Crawford, Eastport.
3d Lieut. J. A. Underwood, to the Wolcott, New Haven.

Omission in the list published July 5.

Wm. Russell, 1st Lieutenant, April 23, 1838, Jefferson.

MARRIAGE.

In Louisville, Ky., on the 1st inst. Major CLIFTON WHARTON, of the 1st Dragoons, U. S. A., to Miss OLIVERETTA ORMSBY.

DEATHS.

On the 10th inst., in Camp, on James Island, Florida, after a protracted illness, in the 31st year of his age, Lieut. JOHN CONRAD, of the 6th regiment U. S. Infantry, eldest son of JOHN CONRAD Esq., of Philadelphia.

In New York, on the 25th inst. Mrs. ANN MCLEAN, wife of Lieut. G. W. MCLEAN, of the Marine corps.

REVOLUTIONARY SOLDIERS AND PATRIOTS.

At Haverhill, Mass. on the 1st inst. Mr. PHINEAS NICHOLS, aged 98. The deceased was with General Amherst, at the capture of Louisburg, 1775; was an active patriot of the American Revolution, and had a son slain in its battles.

In Wayne, Erie county, Pa., on the 1st inst. JOHN GILLMORE, in the 89th year of his age. He was one of the men under General Stark, that assisted at the battle of Bennington.